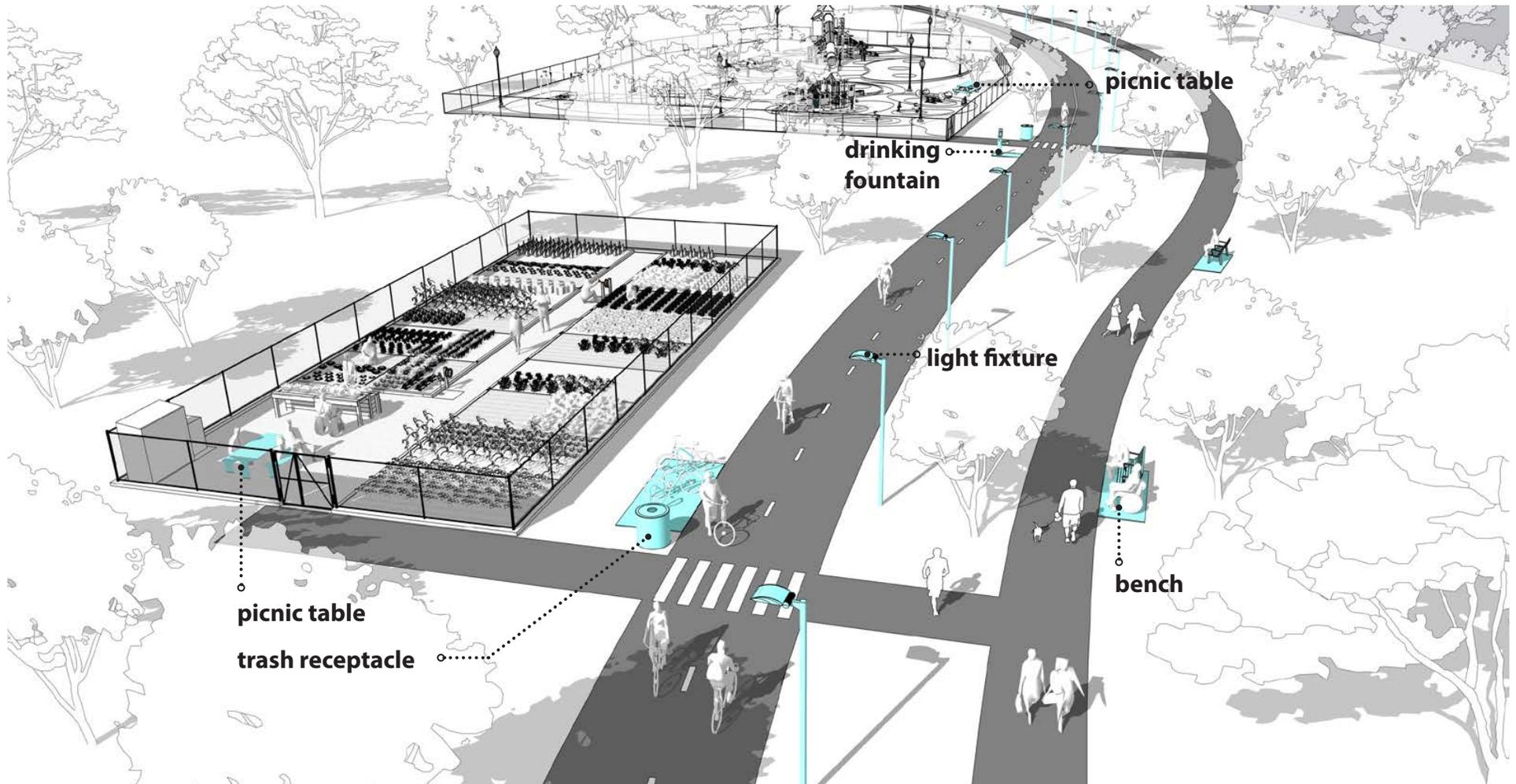


Site Furnishings

Overview

Site furnishings are a crucial component of the Southwest Corridor Park, as they not only reinforce the park's identity, but also provide essential functions for visitors. The selection of furnishings should relate to the original park design while being updated to meet current needs and comply with contemporary regulations. Durability is a key consideration to minimize maintenance requirements and ensure the longevity of



Benches

A contemporary curved wooden bench was originally selected for the park's design, and this style is recommended to be retained but updated to meet modern needs. The updated version should include armrests for added comfort and accessibility, along with paved companion spaces beside the bench to accommodate wheelchairs and other mobility aids. The bench can be mounted on steel legs or placed on top of granite block walls, maintaining the park's aesthetic while enhancing its functionality.



Picnic Tables

Seating with a table surface enhances the park's functionality by allowing users to eat meals, read, work, and relax in a more socially oriented setting. Complementary to the bench design and materials, the picnic table is a new furnishing element for the park. This addition aligns with the park's overall aesthetic while providing a versatile and practical space for various activities, making the park even more accommodating and enjoyable for visitors.



Bike Racks

Bicycle use along the Southwest Corridor Park has evolved significantly, transforming from a recreational path system to one of the most heavily used commuter paths in the Boston area. The original ribbon bicycle racks are no longer appropriate as they do not secure bikes well, are not suited for cargo bikes and e-bikes, and often provide more parking spaces than required. Smaller-scale bike loops are recommended, allowing for deployment in quantities that match the popularity of each destination. Additionally, the pads for the bicycle racks will be enlarged to accommodate cargo and e-bike use, ensuring they are both functional and secure for all types of bicycles.



Trash Receptacles

The existing trash receptacles have proven to be remarkably durable, remaining in good condition after 35 years of use. These receptacles should continue to be utilized, maintaining their functionality and longevity. To enhance their appearance and create a cohesive aesthetic, the unique painted design currently seen only in the South End should be applied to all receptacles throughout the park. This will not only preserve their utility but also contribute to the park's visual identity.



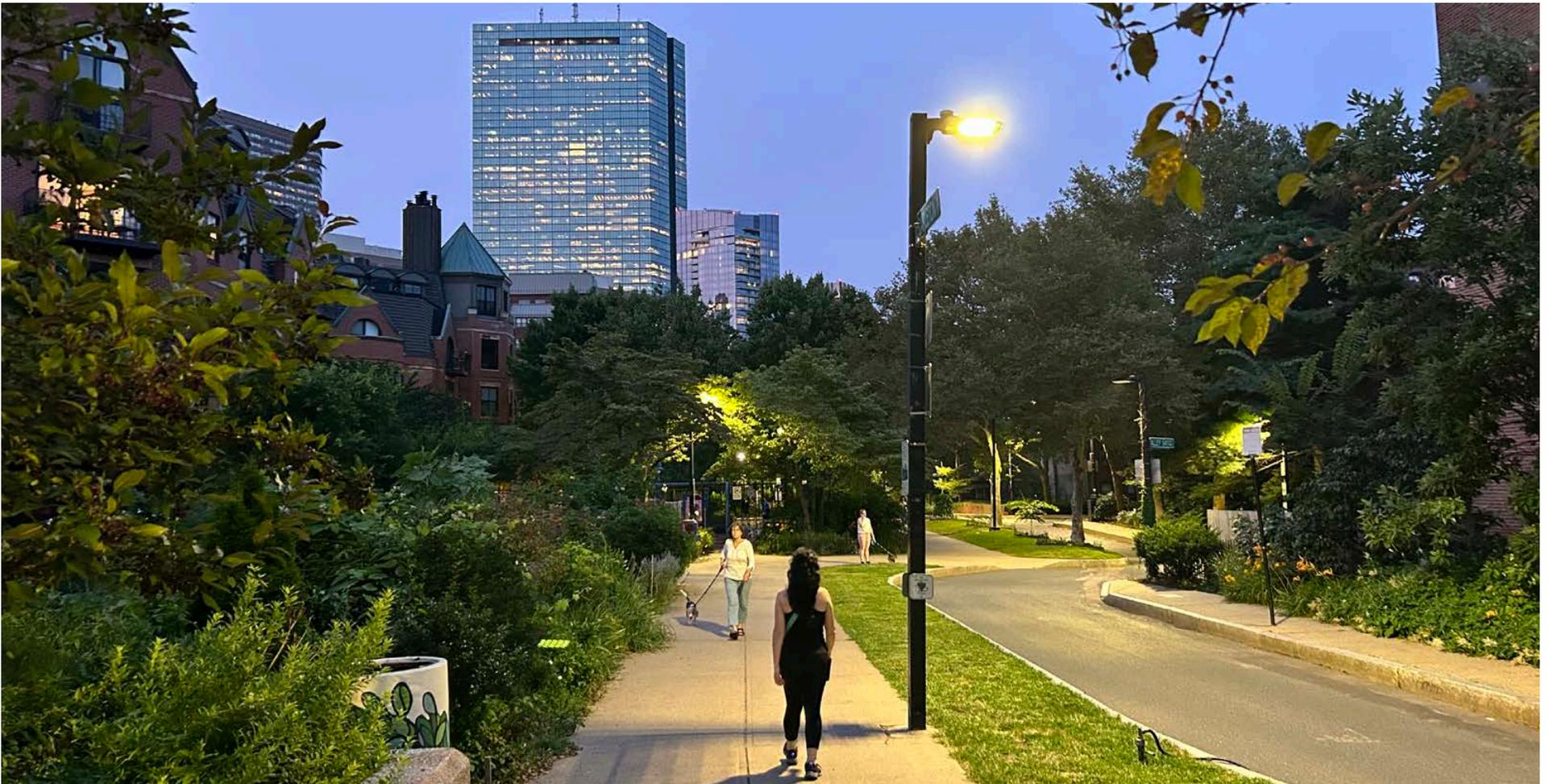
Drinking Fountain

Currently, only two drinking fountains serve the entire Southwest Corridor Park, which is insufficient for the number of park users. To better meet the needs of visitors, additional drinking fountains should be installed at active court complexes such as Stony Brook, Jackson Square, and Mission Deck, as well as at the proposed dog park on Everett Street. Each new drinking fountain should include a bottle filler, an ADA-compliant arm, and a dog bowl to ensure accessibility and convenience for all users.



Light Fixture

The park's light fixtures are designed to be simple and utilitarian, deliberately blending into the environment rather than calling attention to themselves. This understated approach helps maintain the park's aesthetic while providing necessary illumination for safety and usability. The LED lamps used in these fixtures offer excellent and consistent light quality for the path system, enhancing visibility and security. However, the current bolt covers on many of the light poles, made from sheet metal, have suffered damage over time. To address this issue, more durable covers made from cast aluminum or cast iron should be installed, ensuring longevity and better protection for the fixture



Furnishing: West Newton to Dartmouth

Proposed Furnishings Quantities

Benches	-	16 to replace
Picnic Tables	-	2 replace
Trash Receptacle	-	2 to remain
Bicycle Racks	-	4 new
Drinking Fountains	-	1 to remain



Furnishing: Camden to West Newton

Proposed Furnishings Quantities

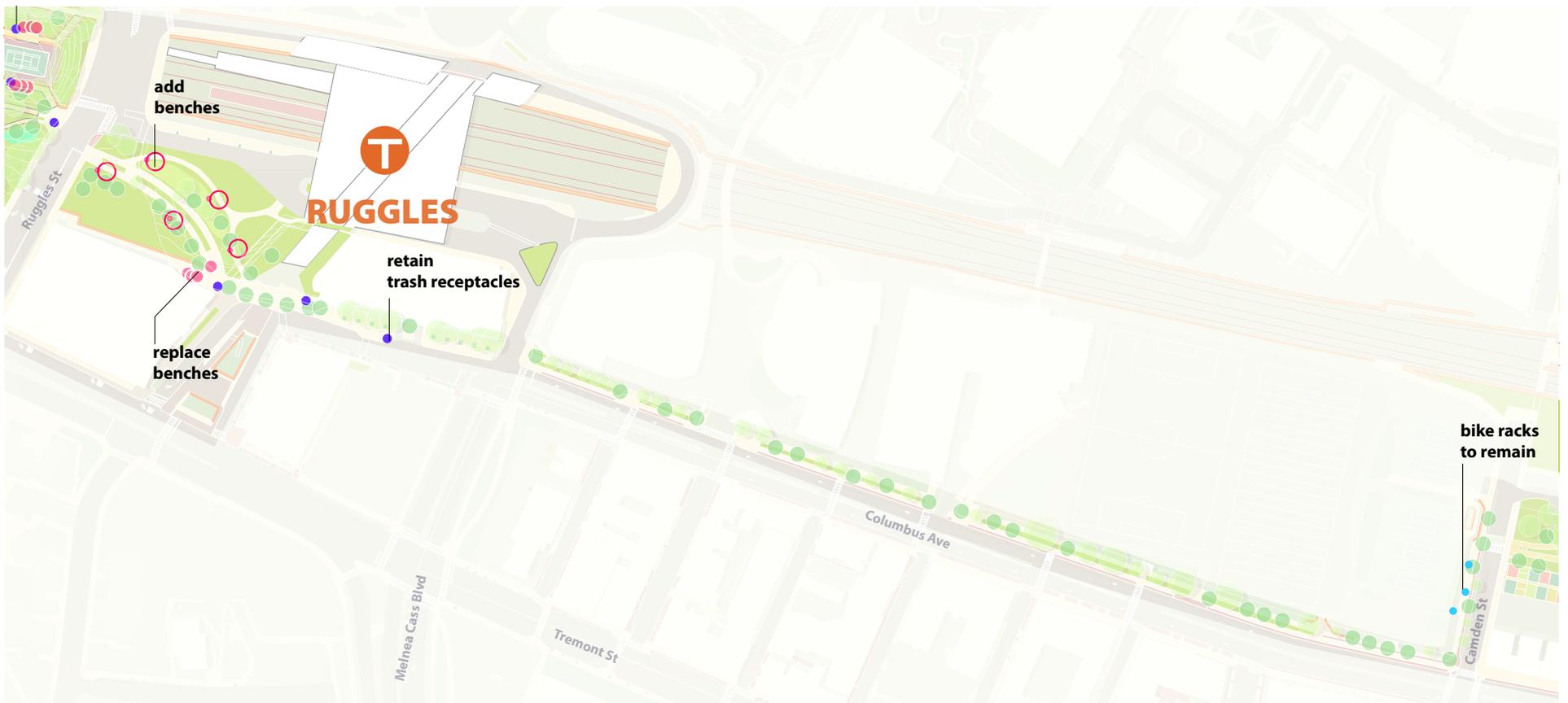
Benches	-	15 to replace
Picnic Tables	-	2 new
Trash Receptacle	-	19 to remain
Bicycle Racks	-	3 to remove, 3 to replace
Drinking Fountains	-	0



Furnishing: Ruggles to Camden

Proposed Furnishings Quantities

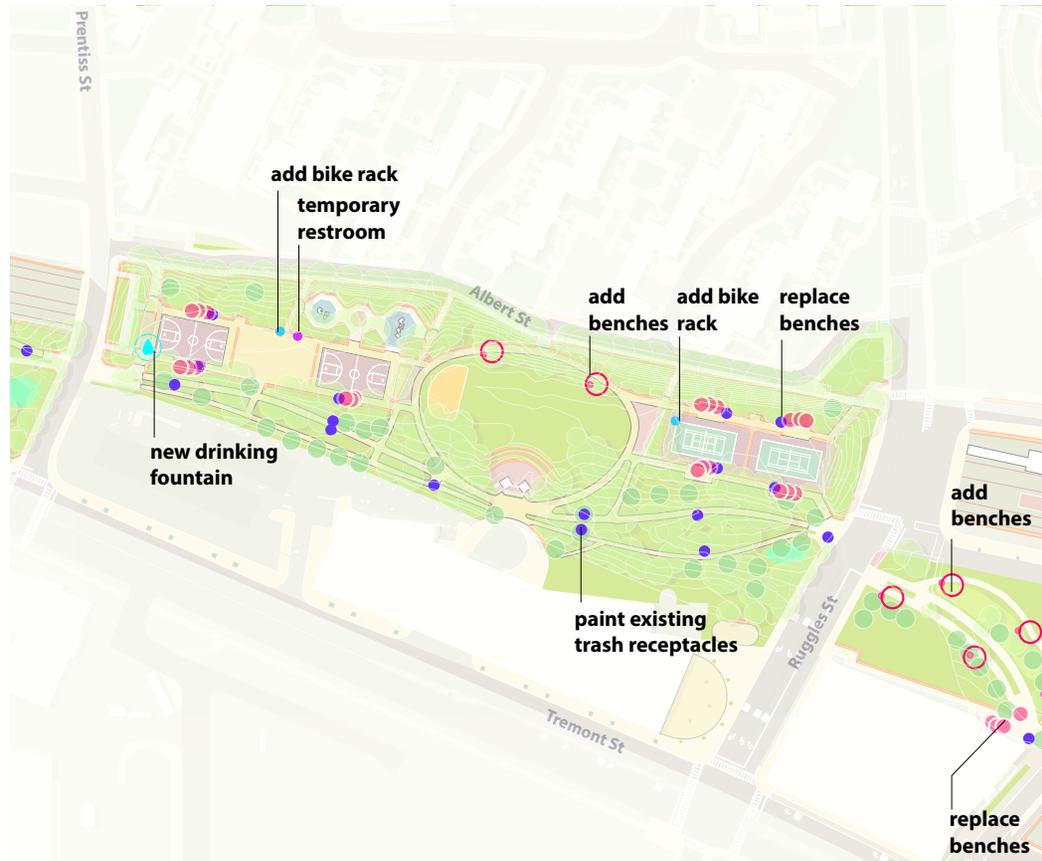
Benches	-	4 to replace, 5 new
Picnic Tables	-	0
Trash Receptacle	-	3 to remain
Bicycle Racks	-	3 to remain
Drinking Fountains	-	0



Furnishing: Prentiss to Ruggles

Proposed Furnishings Quantities

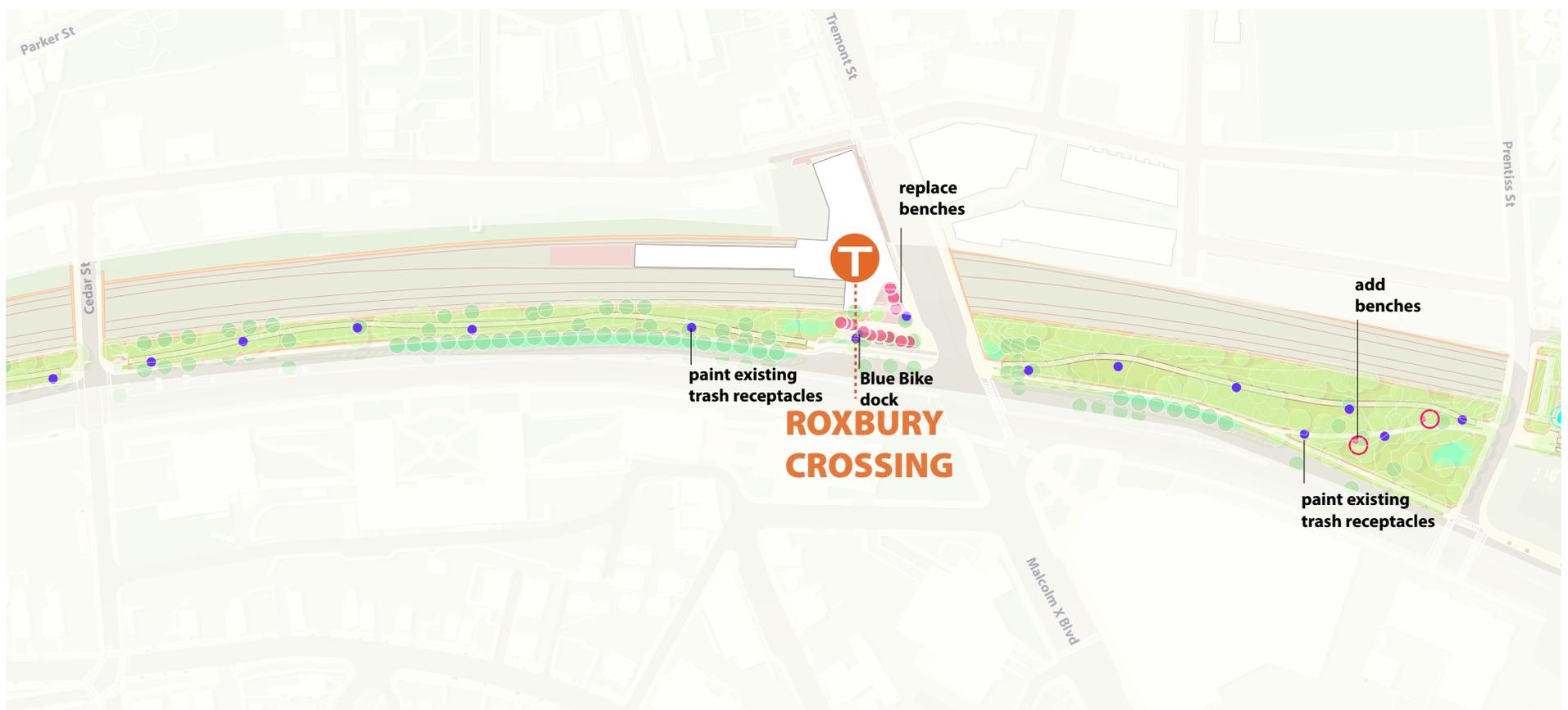
Benches	-	24 to replace, 2 new
Picnic Tables	-	0
Trash Receptacle	-	18 to remain
Bicycle Racks	-	2 new
Drinking Fountains	-	1 new



Furnishing: Cedar to Prentiss

Proposed Furnishings Quantities

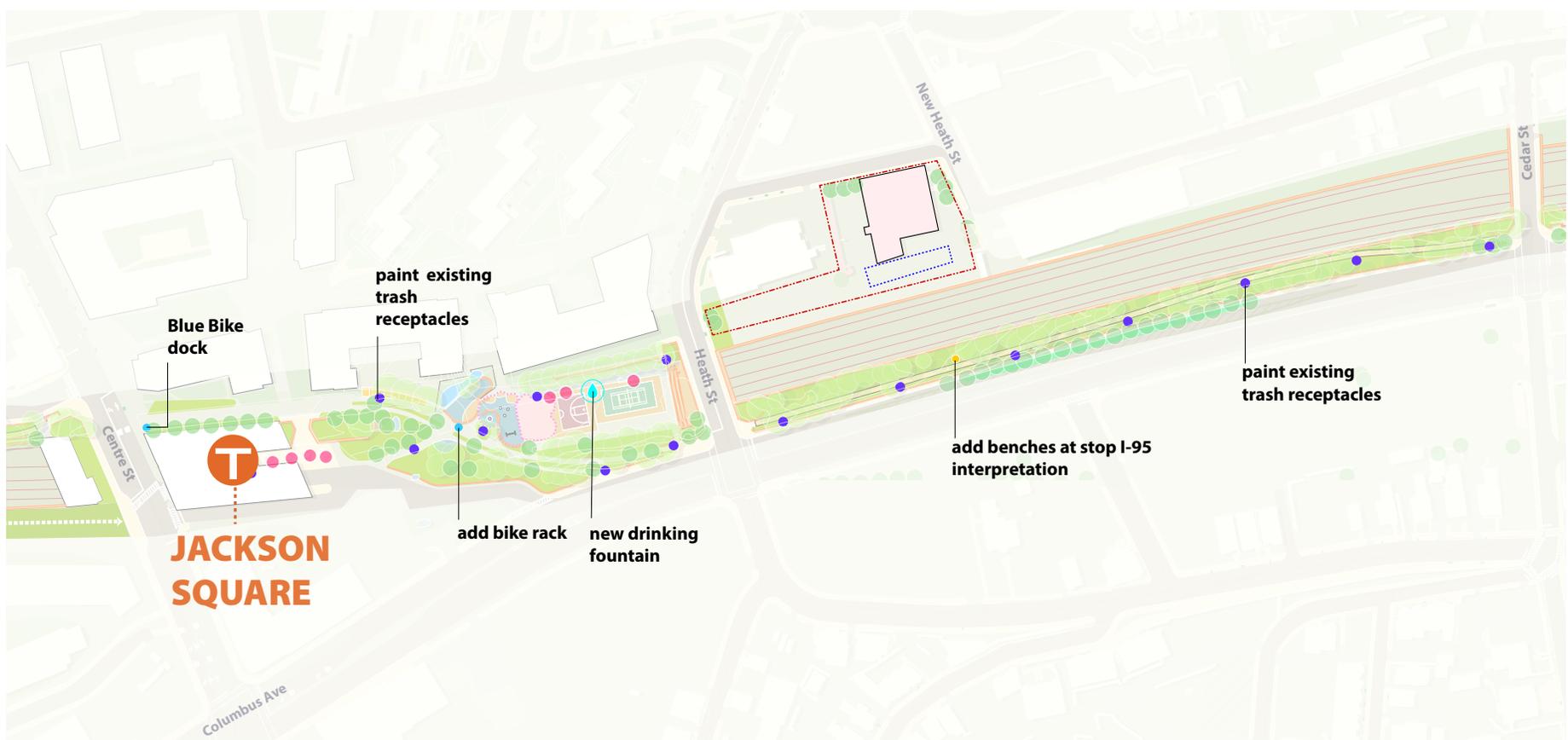
Benches	-	0 to replace, 2 new
Picnic Tables	-	0
Trash Receptacle	-	14 to remain
Bicycle Racks	-	0
Drinking Fountains	-	0



Furnishing: Centre to Cedar

Proposed Furnishings Quantities

Benches	-	3 to replace
Picnic Tables	-	0
Trash Receptacle	-	15 to remain
Bicycle Racks	-	1 new
Drinking Fountains	-	1 new



Furnishing: Atherton to Centre

Proposed Furnishings Quantities

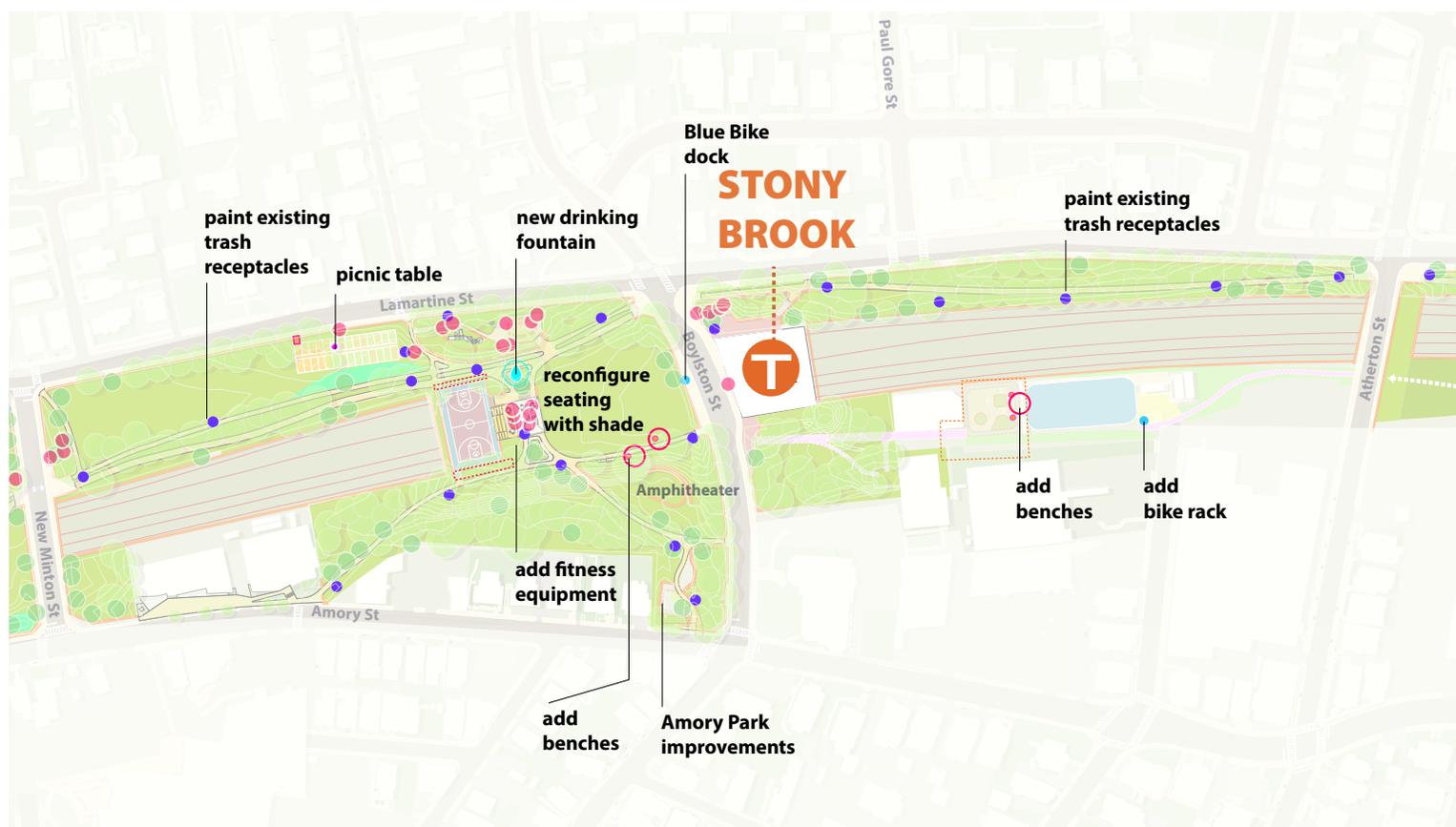
Benches	-	2 to replace
Picnic Tables	-	0
Trash Receptacle	-	8 to remain
Bicycle Racks	-	0
Drinking Fountains	-	0



Furnishing: New Minton to Atherton

Proposed Furnishings Quantities

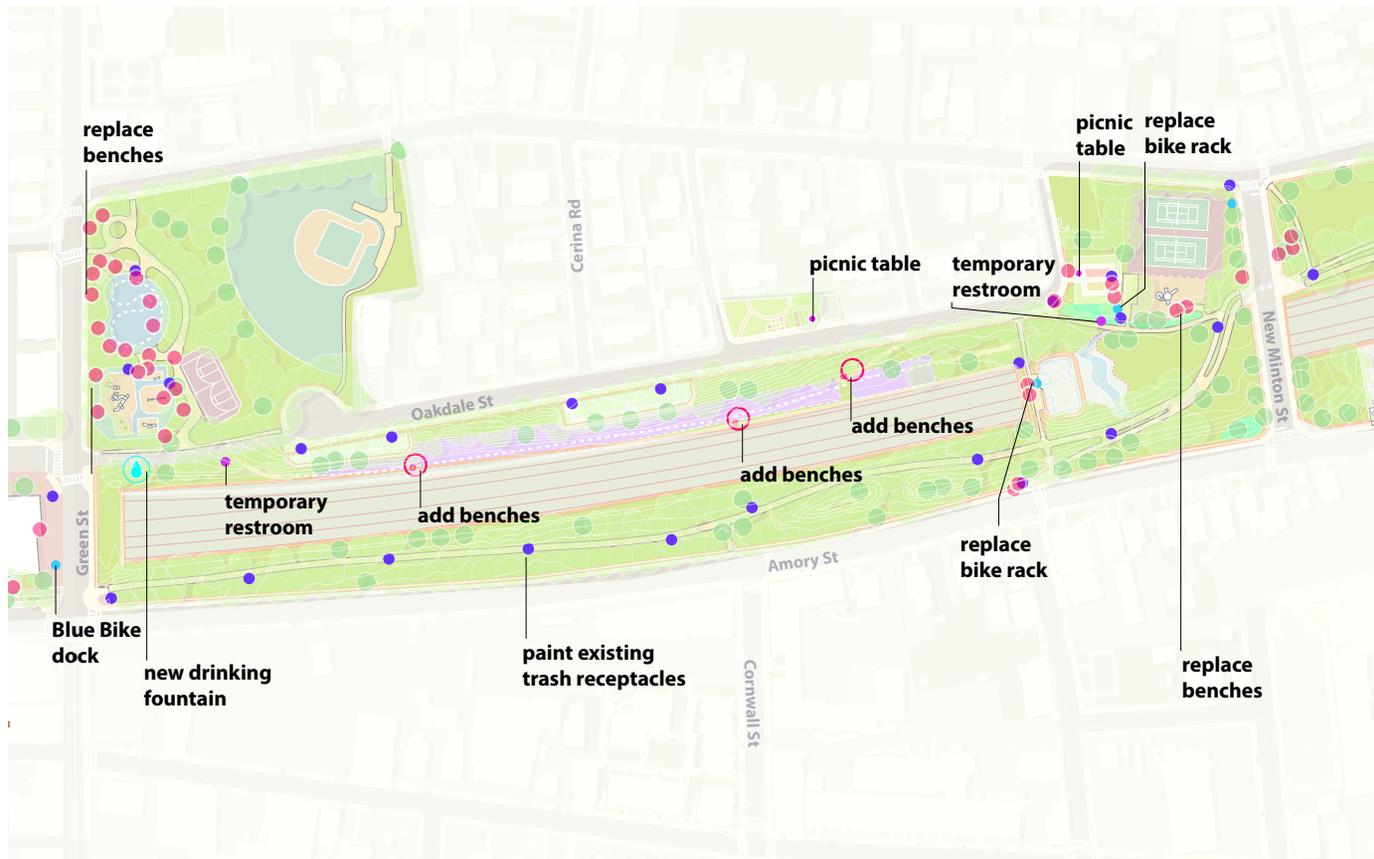
Benches	-	23 to replace, 3 new
Picnic Tables	-	1 new
Trash Receptacle	-	20 to remain
Bicycle Racks	-	1 new
Drinking Fountains	-	1 new



Furnishing: Green to New Minton

Proposed Furnishings Quantities

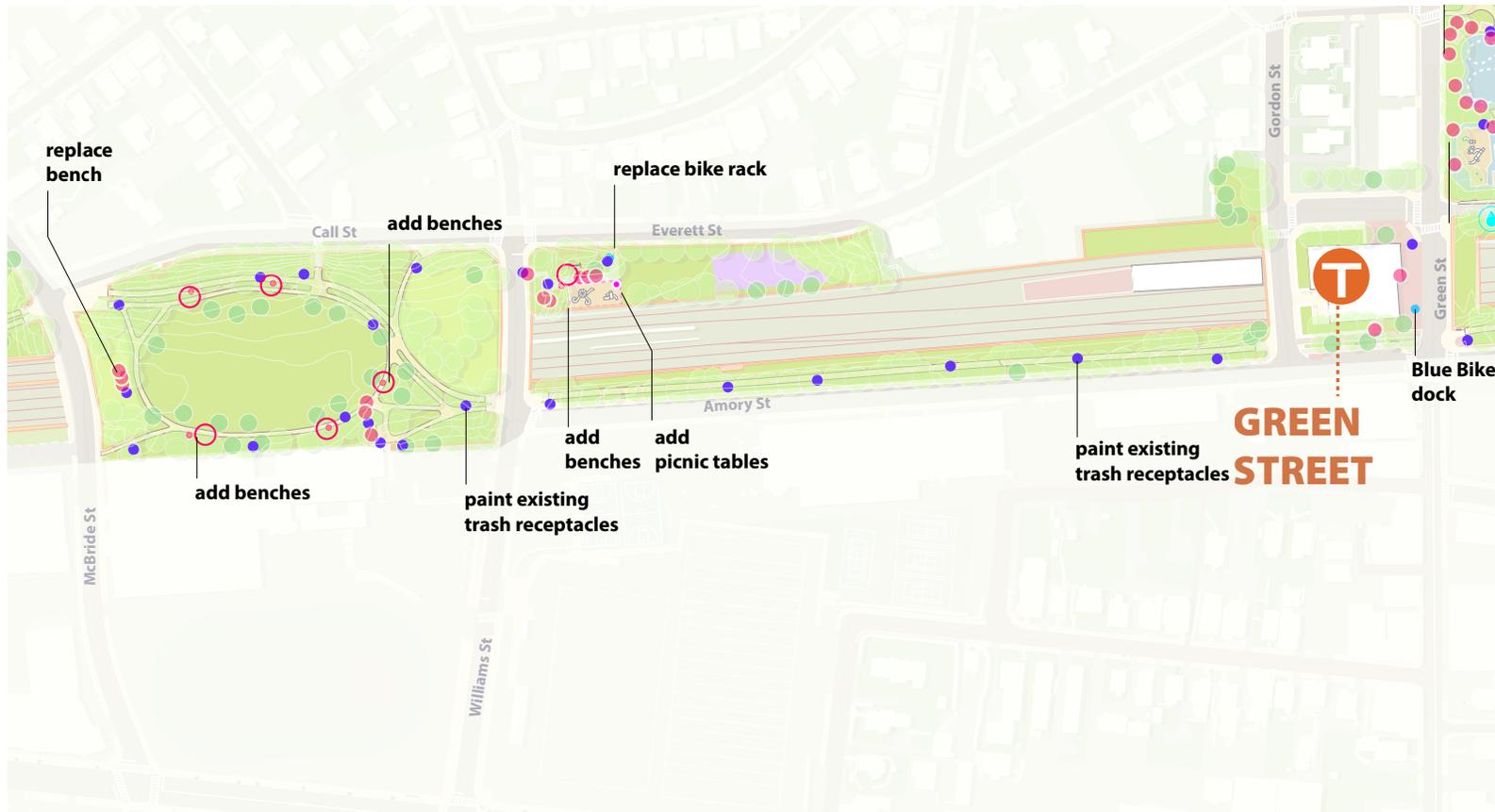
Benches	-	23 to replace, 3 new
Picnic Tables	-	2 new
Trash Receptacle	-	22 to remain
Bicycle Racks	-	2 to replace
Drinking Fountains	-	1 new



Furnishing: McBride to Green

Proposed Furnishings Quantities

Benches	-	14 to replace, 6 new
Picnic Tables	-	2 new
Trash Receptacle	-	23 to remain
Bicycle Racks	-	1 to replace
Drinking Fountains	-	0



Furnishing: Arborway to McBride

Proposed Furnishings Quantities

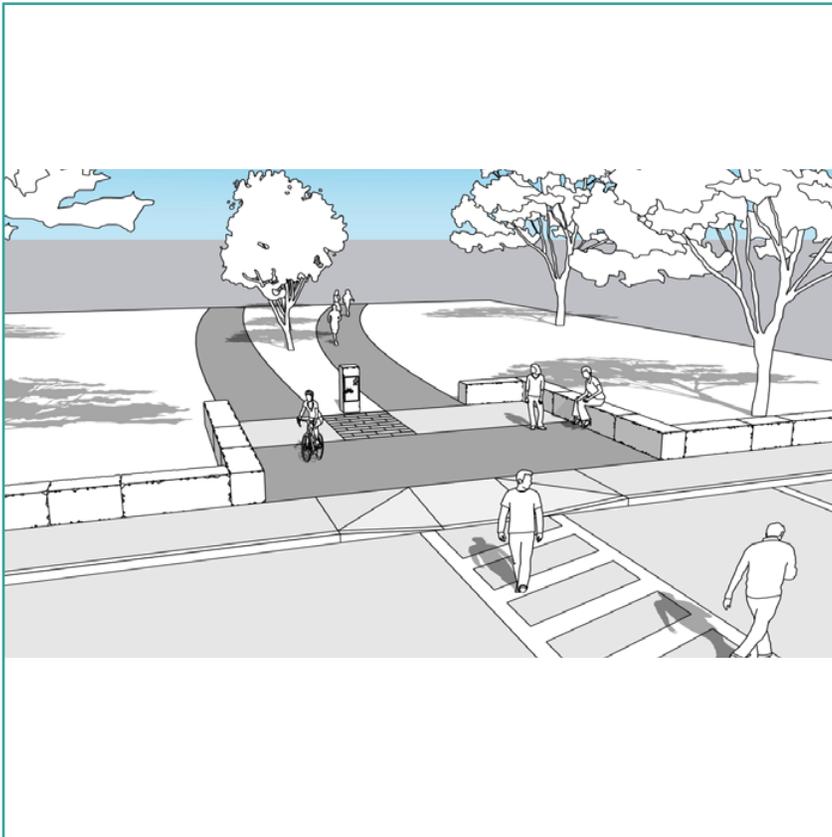
Benches	-	43 to replace, 6 new
Picnic Tables	-	3 new
Trash Receptacle	-	21 to remain
Bicycle Racks	-	2 new
Drinking Fountains	-	1 to remain



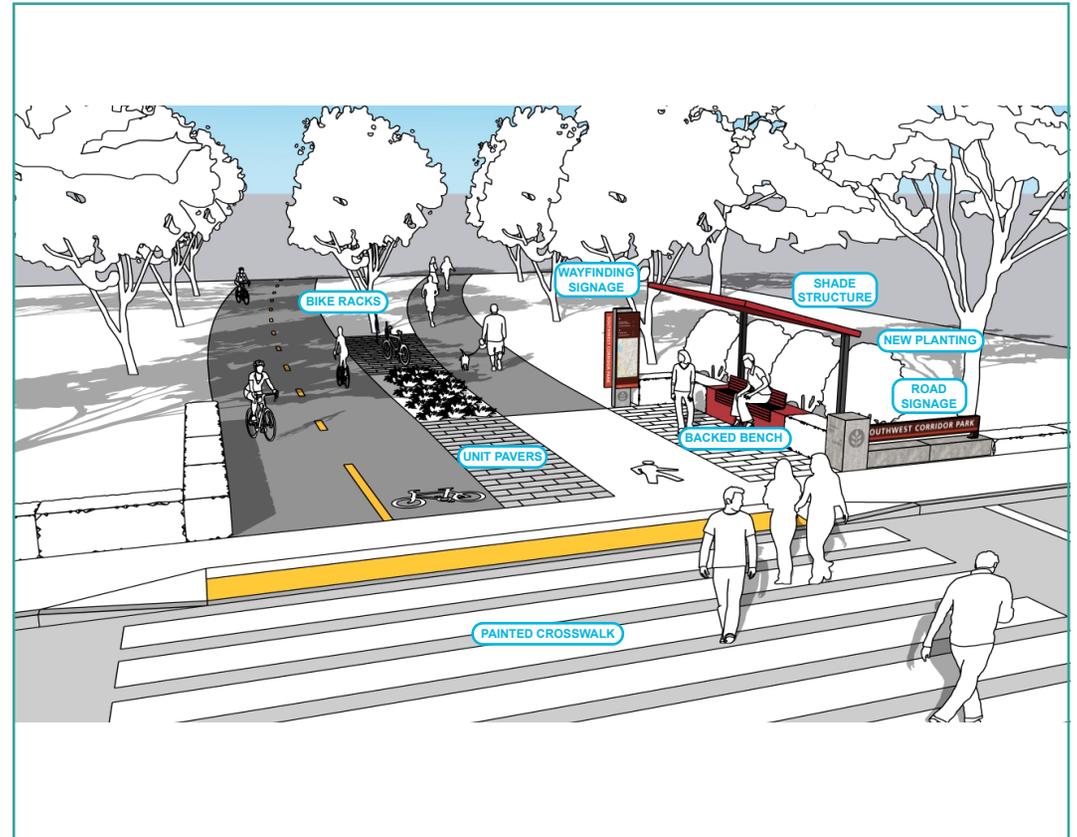
Park Entrances: Primary in the Middle of Park

In the linear park, the dual path system intersects city roads at regular intervals, creating important crossing points that also function as park entrances. These intersections serve as critical points for user orientation, directing visitors to the appropriate path for their mode of transportation—whether walking or biking. To enhance the user experience and ensure clear navigation, these entrances should be distinctly marked as part of the Department of Conservation and Recreation (DCR) property, incorporating prominent signage that provides wayfinding and orientation information.

Additionally, these entrances should feature amenities such as seating areas, strategically placed away from the primary circulation patterns and shaded to offer comfort. Curb ramps and crosswalks at these crossings must be designed with sufficient width to accommodate both paths, ensuring ease of access for all users, including those with disabilities.



Existing Condition



Proposed Condition

Park Entrances: Primary at Edge of Park

In cases where park entrances are positioned along the edges of the park, adjacent to city streets, rather than centrally located within the park space, the primary pedestrian route is typically the sidewalk within the street right-of-way. These edge entrances serve as important access points for visitors arriving from the surrounding urban area.

To ensure a seamless transition from the street to the park, these entrances should be clearly marked with signage that identifies the park and provides orientation information. Enhancements such as improved crosswalks, well-designed curb ramps, and clear wayfinding are important.

Additionally, amenities such as seating, shaded areas, and informational displays can be included near these edge entrances to enhance the visitor experience and provide a welcoming transition into the park space.



Existing Condition

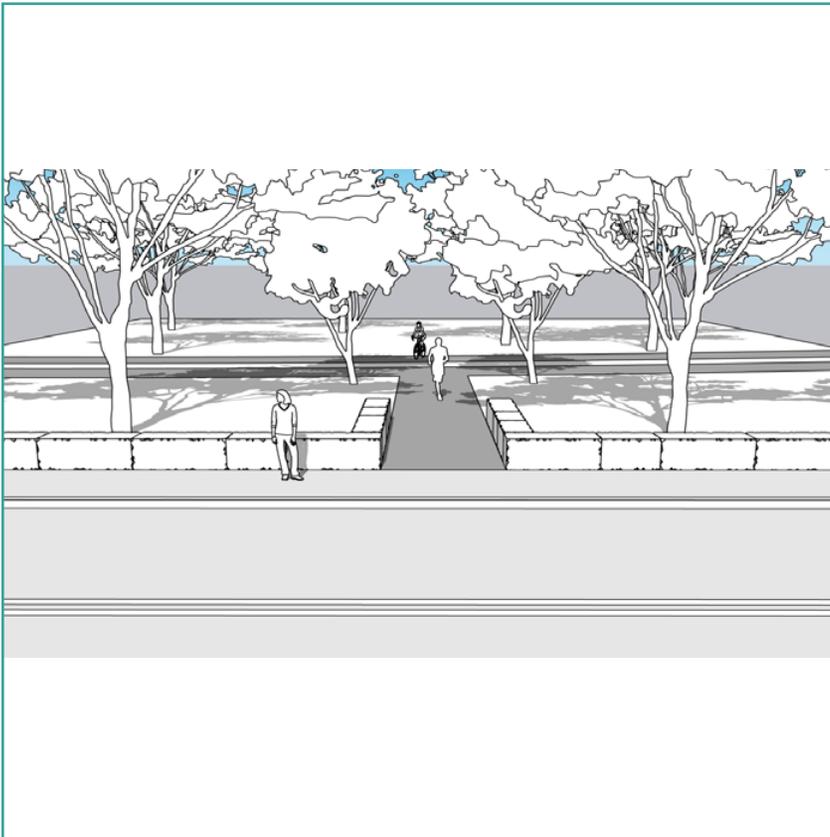


Proposed Condition

Park Entrances: Secondary

Throughout the park, there are secondary entrances located along its edges, serving as key access points for pedestrians coming from adjacent neighborhoods. To improve the experience for park users, each of these entrances should be enhanced to create a more welcoming and functional entry point.

Enhancements should include widening the entrances to accommodate increased foot traffic and ensure ease of access. Additionally, prominent identification signage should be installed to clearly mark the entrances and guide visitors into the park. To provide comfort and encourage social interaction, seating should be added near these entrances. To provide comfort and encourage social interaction, seating should be added near these entrances.



Existing Condition

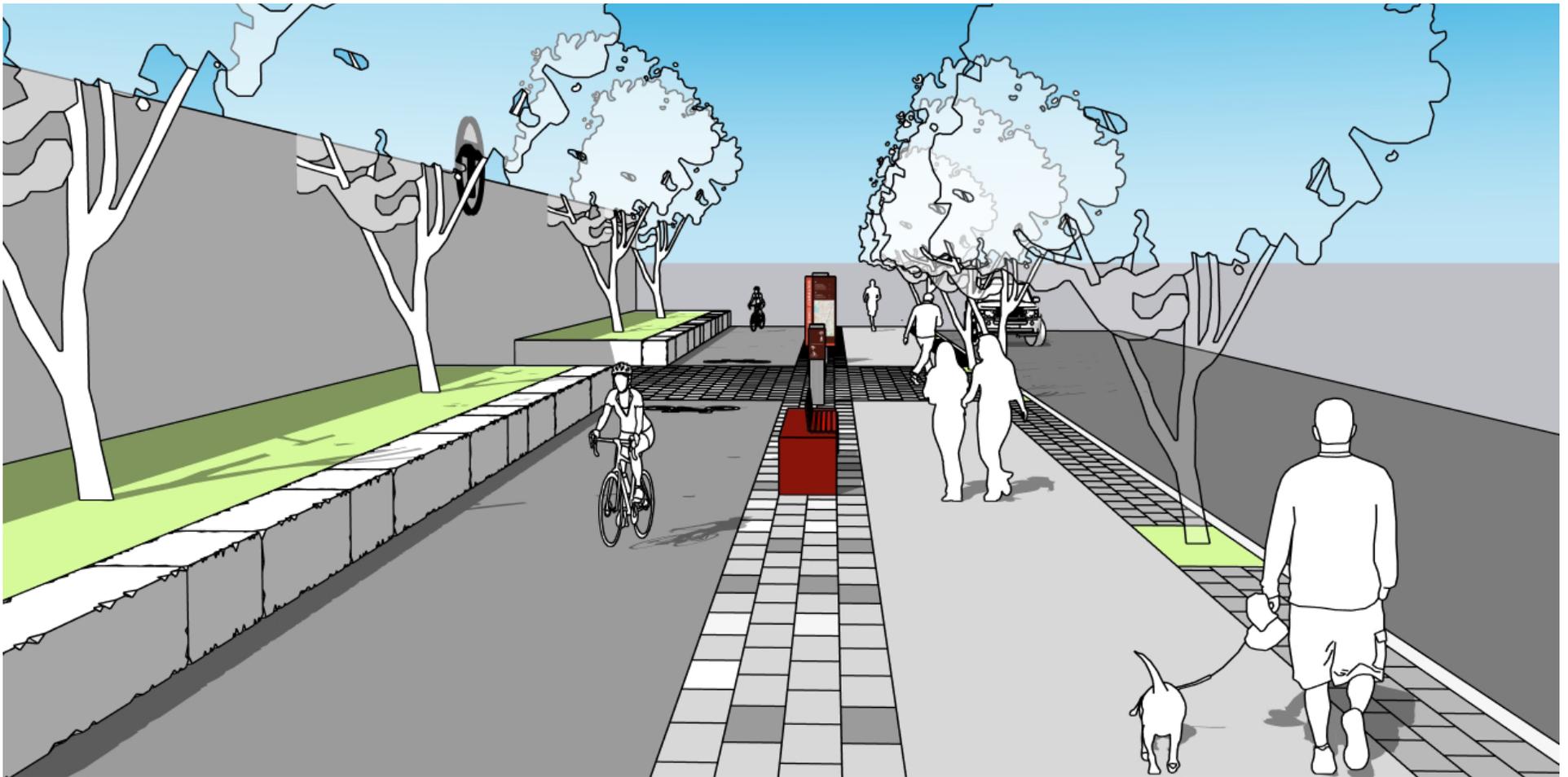


Proposed Condition

MBTA Station Plazas

While the MBTA will be responsible for designing and implementing improvements to the MBTA station plazas, coordination between DCR, the City of Boston, and the MBTA has led to a consensus on integrating the park path system through these areas. It is recommended that two distinct paths be delineated within the plazas to ensure safe and clear separation between shared use and pedestrian routes.

Complementary signage should be provided to support the path system, offering clear wayfinding and orientation to enhance user experience and navigation. Additionally, design considerations should include stormwater infiltration strategies and ensuring adequate soil volume to support the health of trees.

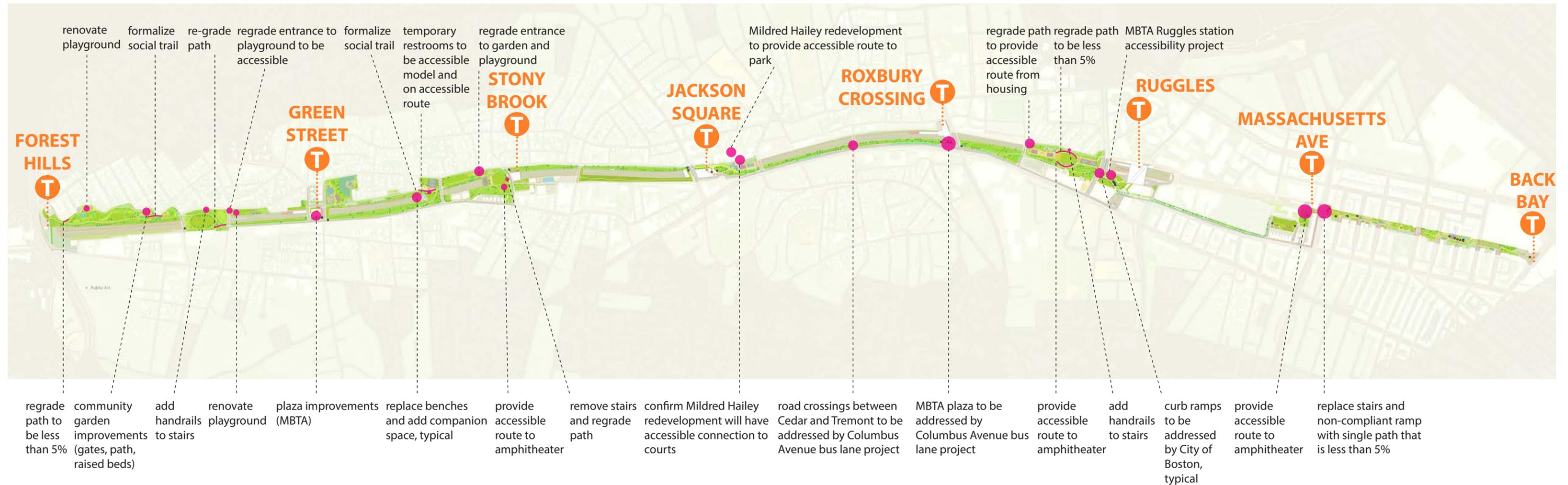


Proposed Condition

Accessibility

The Southwest Corridor Park was completed just prior to the enactment of the Americans with Disabilities Act (ADA). As a result, several park features such as paths, ramps, stairs, furnishings, playgrounds, and signage do not meet current accessibility regulations. While many of these issues can be addressed through recommended updates, some areas will require more significant interventions, including design changes and re-grading.

Refer to the plan below where the larger scale improvements are needed are the more typical are found.



Accessibility (continued)

Identifying Areas for Improvement

Paths and Ramps:

- **Non-Compliant Features:** Numerous paths and ramps within the park do not meet ADA slope and level change requirements.
- **Proposed Solutions:** Re-grading and repair paths and ramps to ensure they are accessible to all users.

Stairs:

- **Non-Compliant Features:** Several stairs lack the required handrails
- **Proposed Solutions:** Installing handrails and creating alternative accessible routes where possible.

Furnishings:

- **Non-Compliant Features:** Benches, tables, and other furnishings do not always accommodate wheelchair users.
- **Proposed Solutions:** Updating furnishings to include armrests, companion seating spaces, and ensuring they are placed on firm, stable surfaces.

Playgrounds:

- **Non-Compliant Features:** Many playgrounds lack accessible play structures and surfaces.
- **Proposed Solutions:** Replacing or modifying playground equipment to be inclusive and installing accessible surfacing materials.

Signage:

Non-Compliant Features: Park signage is sometimes installed at heights or locations inaccessible to all users.

Proposed Solutions: Updating signs placing them at accessible heights.

Larger Scale Improvements

Some areas of the park will require more extensive design changes and re-grading to meet ADA standards. These larger scale improvements are essential for ensuring full accessibility throughout the park.

Key Areas for Significant Intervention:

Major Pathways: Redesigning primary paths to ensure a consistent, accessible route through the park.

Entry Points: Reconfiguring park entrances to be fully accessible, including the addition of ramps where needed.

Access to Recreation Areas: Updating paths to access playgrounds, sports courts, and gathering spaces to be inclusive and accessible.

Accessibility (continued)

Coordination of Improvements and Responsibilities

City of Boston Responsibilities:

- **Sidewalks and Curb Ramps:** The City of Boston is responsible for making improvements to city sidewalks and curb ramps. This includes ensuring they meet current accessibility standards and are well-maintained to facilitate ease of access for all park users.

MBTA Responsibilities:

- **Station Plazas:** The MBTA is responsible for improvements related to MBTA station plazas. This encompasses upgrading the plazas to enhance accessibility, functionality, and aesthetics in alignment with the needs of the transit users.

Coordination with DCR Facilities:

- **Integrated Planning:** As improvements to city sidewalks, curb ramps, and MBTA station plazas intersect with DCR-managed park facilities, it is crucial for these improvements to be coordinated.